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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
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12/01/2003

Maury G. Van Vliet

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CANADA

EXAMINER

ROST, ANDREW J

ART UNIT

PAPER NUMBER

3753

NOTIFICATION DATE

DELIVERY MODE

06/25/2010

ELECTRONIC

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

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Office Action Summary	Application No. 10/724,143	Applicant(s) VAN VLIET ET AL.	
	Examiner Andrew J. Rost	Art Unit 3753	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 24 February 2010.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 1,2 and 4-23 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 1,2 and 4-23 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 01 December 2003 is/are: a) ☐ accepted or b) ☒ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. _____.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|---|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413) |
| 2) <input type="checkbox"/> Notice of Draftperson's Patent Drawing Review (PTO-948) | Paper No(s)/Mail Date. _____ |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08) | 5) <input type="checkbox"/> Notice of Informal Patent Application |
| Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____ |

DETAILED ACTION

1. In view of the appeal brief filed on 2/24/2010, PROSECUTION IS HEREBY REOPENED. New grounds of rejection are set forth below.

To avoid abandonment of the application, appellant must exercise one of the following two options:

(1) file a reply under 37 CFR 1.111 (if this Office action is non-final) or a reply under 37 CFR 1.113 (if this Office action is final); or,

(2) initiate a new appeal by filing a notice of appeal under 37 CFR 41.31 followed by an appeal brief under 37 CFR 41.37. The previously paid notice of appeal fee and appeal brief fee can be applied to the new appeal. If, however, the appeal fees set forth in 37 CFR 41.20 have been increased since they were previously paid, then appellant must pay the difference between the increased fees and the amount previously paid.

A Supervisory Patent Examiner (SPE) has approved of reopening prosecution by signing below:

/Robin O. Evans/
Supervisory Patent Examiner, Art Unit 3753.

2. Claims 1, 2 and 4-23 are pending.

Response to Arguments

3. Applicant's arguments, see page 13, second full paragraph, lines 12-14 of the appeal brief, filed 2/24/2010, with respect to the rejection(s) of claim(s) 1, 2, and 4-19 under 35 U.S.C. 103(a) as being unpatentable over Watkins, Jr. (4,394,027) in view of

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Yamamoto (3,724,703) have been fully considered and are persuasive. Therefore, the rejection has been withdrawn. However, upon further consideration, a new ground(s) of rejection is made in view of Gerardot (5,983,962).

4. Applicant's arguments with respect to claims 1, 2 and 4-23 have been considered but are moot in view of the new ground(s) of rejection. It is considered that the newly cited references to Wendrow et al. (2,928,436), Watkins, Jr. (4,272,089), Watkins, Jr. (6,082,392), Waters et al. (6,293,302), Kennedy et al. (3,580,420), Lord (4,320,788), Fellows et al. (2,145,759) and McGill et al. (7,055,558) address the various limitations presented in claims 2 and 4-17.

5. Since new grounds of rejection are required, the instant Office action is made non-final.

Inventorship

6. In view of the papers filed 6/28/2007, it has been found that this nonprovisional application, as filed, through error and without deceptive intent, improperly set forth the inventorship, and accordingly, this application has been corrected in compliance with 37 CFR 1.48(a). The inventorship of this application has been changed by the addition of Warren Stevenson as a named inventor and the removal of Maury Van Vliet as a named inventor.

The application will be forwarded to the Office of Initial Patent Examination (OIPE) for issuance of a corrected filing receipt, and correction of Office records to reflect the inventorship as corrected.

Drawings

7. The drawings are objected to as failing to comply with 37 CFR 1.84(p)(5) because they do not include the following reference sign(s) mentioned in the description: 110, 416 and 418.
8. The drawings are objected to as failing to comply with 37 CFR 1.84(p)(5) because they include the following reference character(s) not mentioned in the description: 3, 4, 6, 8, 9, 22, 23 N2 and N3.
9. Corrected drawing sheets in compliance with 37 CFR 1.121(d), or amendment to the specification to add the reference character(s) in the description in compliance with 37 CFR 1.121(b) are required in reply to the Office action to avoid abandonment of the application. Any amended replacement drawing sheet should include all of the figures appearing on the immediate prior version of the sheet, even if only one figure is being amended. Each drawing sheet submitted after the filing date of an application must be labeled in the top margin as either "Replacement Sheet" or "New Sheet" pursuant to 37 CFR 1.121(d). If the changes are not accepted by the examiner, the applicant will be notified and informed of any required corrective action in the next Office action. The objection to the drawings will not be held in abeyance.

Claim Rejections - 35 USC § 102

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10. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

11. Claims 1, 2, 4, 7 and 20-23 are rejected under 35 U.S.C. 102(b) as being anticipated by Gerardot (5,983,962).

Regarding claim 1, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations) that is to be dispensed to a desired vehicle (col. 4, lines 8-23). Additionally, the recitation of "for onsite storage of fuel" is taken to be a recitation of intended use and is not given patentable weight as long as the prior art is capable of performing the intended use.

In regards to claim 2, Gerardot discloses the tank to be substantially cylindrical (figures 1 and 2).

In regards to claim 4, Gerardot discloses the fuel forwarding equipment to include a filter (13), a generator (air tank 5 provides power to operate dispensers 2) and a pump (4).

In regards to claim 7, Gerardot discloses the generator is located a safe distance from the pump.

Regarding claims 20 and 23, Gerardot discloses a method of transporting and storing fluids wherein a tank (1) having a double wall (inner wall 1 and outer wall 65) is provided on a chassis (3) having wheels (figure 1) with the tank being disposed in a horizontally disposed manner wherein the tank is connected to a fluid transfer system; filling the tank with a fluid (fuel; col. 2, lines 55-58; or propane if desired; col. 4, lines 51-55); transporting the fluid to a location (33 of figure 4); disconnecting the tank from the tractor (35 of figure 4) (it is considered that since the tractor is disconnected from the tank that the tank is then considered to be storing the fluid at the location); and dispensing the fluid for use (41).

In regards to claim 21, Gerardot discloses the tank to be substantially cylindrical (figures 1 and 2).

In regards to claim 22, Gerardot discloses the tank is able to refilled.

Claim Rejections - 35 USC § 103

12. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the

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invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

13. This application currently names joint inventors. In considering patentability of the claims under 35 U.S.C. 103(a), the examiner presumes that the subject matter of the various claims was commonly owned at the time any inventions covered therein were made absent any evidence to the contrary. Applicant is advised of the obligation under 37 CFR 1.56 to point out the inventor and invention dates of each claim that was not commonly owned at the time a later invention was made in order for the examiner to consider the applicability of 35 U.S.C. 103(c) and potential 35 U.S.C. 102(e), (f) or (g) prior art under 35 U.S.C. 103(a).

14. Claims 5 and 13 are rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962) in view of Wendrow et al. (2,928,436).

In regards to claim 5, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations) that is to be

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dispensed to a desired vehicle (col. 4, lines 8-23). Gerardot does not disclose the fuel forwarding equipment to be located in a cabinet below the tank. However, Wendrow et al. teach the location of fuel-forwarding equipment for a fuel transport vehicle to be located in a cabinet (32) below the tank in order to provide a centralized cabinet for the fuel-forwarding equipment for forwarding the fuel to a desired location from multiple compartments within the tank (col. 3, lines 35-42). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the fuel-forwarding equipment of the Gerardot reference in a cabinet below the tank as taught by Wendrow et al. in order to provide a centralized cabinet for the fuel-forwarding equipment for forwarding the fuel to a desired location from multiple compartments within the tank.

In regards to claim 13, Gerardot does not disclose the tank to be divided into plural section with each section having a valve system for transferring fuel from the section. However, Wendrow et al. teaches the dividing a tank into plural section (via dished heads 24) with each section being connected to a valve (39; col. 3, lines 39-42) in order to permit the tank to carry different liquids in each compartment (col. 3, lines 39-42). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the tank of Gerardot with a plurality of sections with each section having a valve system as taught by Wendrow et al. in order to permit the tank to carry various liquids or different fuels (i.e., gasoline, diesel fuel, propane, etc.) in the different compartments so that a single tank can provide for the various needs that may arise depending on the liquid or fuel requirements.

15. Claims 6 and 12 are rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962) in view of Watkins, Jr. (4,272,089).

In regards to claim 6, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations) that is to be dispensed to a desired vehicle (col. 4, lines 8-23). Gerardot does not disclose the fuel-forwarding equipment to be located in front of the tank. However, Watkins, Jr. teaches the placement of fuel-forwarding equipment (filter 86, hydraulic motor 82, and pump 80) to be located in front of a tank for transporting fuel. It would have been obvious to one having ordinary skill in the art at the time the invention was made to provide the fuel-forwarding equipment of the Gerardot reference in front of the tank as taught by Watkins, Jr., since it has been held that rearranging parts of an invention involves only routine skill in the art. *In re Japikse*, 86 USPQ 70.

In regards to claim 12, Watkins, Jr. teaches the use of an additional tank (56) to store a fuel (hydraulic fluid to fuel and power the fuel-forwarding equipment).

16. Claims 8 and 9 are rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962) in view of Watkins, Jr. (6,082,392).

In regards to claims 8 and 9, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations) that is to be dispensed to a desired vehicle (col. 4, lines 8-23). Gerardot does not expressly disclose the tank has bottom loading equipment, a level sensor, a bottom loading valve and a vent. However, Watkins, Jr. teaches the use of bottom loading connection (202), a bottom loading valve (208), a vent (237) and level sensors (214, 216) in order to either permit or prevent the filling of the tank with a fuel (col. 6, lines 10-23). Therefore, it would have been obvious to one of ordinary skill in the art at the time

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the invention was made to provide the tank of the Gerardot reference with bottom loading equipment, a vent, a level sensor and bottom loading valve as taught by Watkins, Jr. in order to provide an improved control to the filling the of the tank (i.e., filling is prevented when the level sensors detect a predetermined level of fuel within the tank).

17. Claims 10 and 11 are rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962) in view of Waters et al. (6,293,302).

In regards to claims 10 and 11, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations) that is to be dispensed to a desired vehicle (col. 4, lines 8-23). Gerardot does not expressly disclose the tank to have a top loading valve system having overfill protection. However, Waters et al. teach a top loading valve system (200) having overfill protection

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(a float interacts with a valve to disable the filling of a fuel tank when the fluid level within the tank reaches a predetermined level) in order to either permit or prevent the filling of a fuel tank with fuel based on the level of the fuel within the tank (col. 2, lines 27-31). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the tank of the Gerardot reference with a top loading valve having overfill protection as taught by Waters et al. in order to either permit or prevent the filling of the tank with fuel based on the level of the fuel within the tank.

18. Claim 14 is rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962) in view of Lord (4,320,788).

In regards to claim 14, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations)

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that is to be dispensed to a desired vehicle (col. 4, lines 8-23). Gerardot does not disclose the tank to include baffles on the interior of the tank. However, Lord teaches the placement of baffles (20, 22, and 24) in the interior of a fuel transportation truck in order to prohibit the shifting of bulk liquid during transportation (col. 4, lines 29-31). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the tank of the Gerardot reference with baffles as taught by Lord in order to prohibit the shifting of the fuel within the tank during transportation.

19. Claim 15 is rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962) in view of Fellows et al. (2,145,759).

In regards to claim 15, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations) that is to be dispensed to a desired vehicle (col. 4, lines 8-23). Gerardot does not

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disclose the fluid transfer system to include antisiphon protection. However, Fellows et al. teach the use of an antisiphon device within fuel tanks in order to prevent the siphoning of fuel from the tank (page 1, lines 2-6). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the fuel transfer system of the Gerardot reference with an antisiphon protection as taught by Fellows et al. in order to prevent the siphoning of fuel from the tank.

20. Claims 16 and 17 are rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962) in view of McGill et al. (7,055,558).

In regards to claims 16 and 17, Gerardot discloses a fuel transport vehicle having a chassis (3); ground engaging wheels (wheels shown in figure 1) supported by the chassis; a tank (1), wherein the tank has an inner wall (1) and an outer wall (65) and an air space (63) defined between the inner wall and the outer wall and wherein the tank is mounted on the chassis in a horizontally disposed manner (figure 1); a fluid transfer system (shown schematically in figure 3) being mounted on the chassis (figures 1 and 2) and connected to the tank for fluid transfer wherein the fluid transfer system comprises fuel forwarding equipment (filter 13, air compressor 4 and air tank 5; alternatively, hydraulic or other pump system may be used, col. 3, lines 22-26). The fuel transport vehicle is used for onsite storage of fuel (i.e., the tractor can be disconnected from the chassis supporting the tank and the tractor can be utilized for other operations) that is to be dispensed to a desired vehicle (col. 4, lines 8-23). Gerardot does not disclose the use of a drip tray having a drain to catch any leaked fluid. However, McGill

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et al. teach the placement of a drip tray (catch basin 30) in a fuel transfer system having a drain (drain 33 is connected to a sump drain valve system) in order to catch any fuel spills from an end of a fuel line in a fuel transfer system (col. 2, lines 20-22). Therefore, it would have been obvious to one of ordinary skill in the art at the time the invention was made to provide the fluid transfer system of the Gerardot reference with a drip tray having a drain as taught by McGill et al. in order to provide a removable tray that can be drained wherein the removable tray can catch any fuel spills from an end of the fuel line in the fluid transfer system such that the spilled fuel does not contaminate the environment.

21. Claims 18 and 19 are rejected under 35 U.S.C. 103(a) as being unpatentable over Gerardot (5,983,962).

Gerardot discloses the claimed invention except for providing the walls of the tank out of aluminum or steel. It would have been obvious to one having ordinary skill in the art at the time the invention was made to construct the walls of the tank of either aluminum or steel, since it has been held to be within general skill of a worker in the art to select a known material on the basis of its suitability for the intended use as a matter of obvious design choice.

Conclusion

22. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. Engle (5,839,484) discloses a fluid transfer system having a

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cabinet housing fluid transfer equipment located below a tank. Kennedy et al. (3,580,420) discloses a tanker having a plurality of compartments with each compartment having a valve. Bowen et al. (6,047,747) discloses a double walled tank having a bottom loading valve, a vent and a level sensor.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Andrew J. Rost whose telephone number is 571-272-2711. The examiner can normally be reached on 7:00 - 4:30 M-Th and 7:00 - 12:00 Fridays.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Robin Evans can be reached on 571-272-4777. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/A. J. R./
Examiner, Art Unit 3753

/Robin O. Evans/
Supervisory Patent Examiner, Art Unit 3753